

The China Mail.

Established February, 1845.

VOL. XLVIII. No. 9271.

廿九十月年二十九百八十一英

HONGKONG, WEDNESDAY, OCTOBER 19, 1892.

日九月八年辰王

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—B. ALLEN, 11 & 12, Clarence's Lane, Leonard Street, E. C. George Scott & Co., 30, Cornhill, London, Gordon & Goron, London, Oxford, E. C. Barts & Hart, 1, Co. St. Walbrook, E. C. Smith, Dawson & Co., 150 & 151, Ludgate Hill Street, W. M. White, 151, Cannon Street, E. C. Robert Watson, 150, Fleet Street.

PARIS AND EUROPE.—ARMAND PARON, 24, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HARRIS, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO, AND AMERICAN PORTS generally.—BAIN & BLAZER, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gordon & Goron, Melbourne and Sydney.

SEYCHELLES.—W. M. SMITH & Co., THE APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALKER, LTD., Singapore. C. H. BURMAN & Co., Manila.

CHINA.—M. M. ALVAREZ, Amoy, N. MOALIS & CO., LIMITED, Foochow; HEDD & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer their deposit balances of \$100, or more, to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

J. DE BOVIS,
Chief Manager.

Hongkong, August 1, 1892. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLES, Esq. CHOW TUNG SHANG,

CHAN KIN SHAN, Esq. EAC.

C. J. HIRS, Esq. W. WIGTON, Esq.

KWAN HOI CHUN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Advisory Committee in London.

THOMAS CALMIRE, Esq., Messrs Dent, Palmer & Co.

JOHN BUTTERY, Esq., Messrs John Butterly & Co.

G. B. STUART WORTLEY, Esq., Q.C., M.P., for HSIUNG.

GEO. MUNRO, Manager.

BANKERS.

PARK'S BANKING CO. AND THE ALLIANCE BANK (LTD.).

THE COMMERCIAL BANK OF SCOTLAND.

Yokohama—D. FRASER, Manager.

Shanghai—O. J. GALLOWAY, Manager.

Amoy—J. ANDERSON, Manager.

Current Accounts opened. Money received on Deposit. Bills issued. Bills purchased and collected. Advances made on securities of goods in natural godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed 2%.

do. do. do. do. 4%.

do. do. do. do. 5%.

Current Accounts 2%.

For rates of Interest for other periods apply to the MANAGER.

Hongkong, September 25, 1892. 22

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-IN CAPITAL.....\$10,000,000.

RESERVE FUND.....\$ 3,300,000.

RESERVE.—LIABILITY OF.....\$10,000,000.

PROVISIONS.....

Court of Directors.—

T. E. DAVIES, Esq.—Chairman.

H. HORTON, Esq.—Deputy Chairman.

HENRY J. J. BELL, JULIUS KRAMER, Esq.

IRVING, J. S. MOSS, Esq.

C. J. HOLLOWAY, Esq. D. R. SASSON, Esq.

CARL JANSON, Esq. GERALD SLEDE, Esq.

Chief Manager.

Hongkong—J. DE BOVIS, Esq.

Shanghai—J. P. WADE GARDNER, Esq.

London—BANKERS—LONDON AND COUNTY BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per cent. per annum on the daily balance up to \$200,000.

On Fixed Deposits—

For 6 months 3% per cent. per annum.

do. do. do. do. 4%.

do. do. do. do. 5%.

do. do. do. do. 6%.

F. DE BOVIS,

Chief Manager.

Hongkong, September 28, 1892. 1435

INSURANCES.

THE SUN LIFE ASSURANCE COMPANY OF CANADA.

ASSETS over \$3,000,000.00.

POLICIES absolutely non-forfeitable.

No restrictions as to Residence or Travelling.

Rates of Premiums.

Policies issued on all approved Forms.

For further Particulars, apply to

DOUGLAS LARKEA & CO., Agents for Hongkong.

2nd February, 1892.

Intimations.

A. G. GORDON AND COMPANY, LIMITED (IN LIQUIDATION).

THE ADJOURNED MEETING of CREDITORS of the above Company will be held at the HONGKONG HOTEL, TO-MORROW, the 20th October, 1892, at 12 Noon, for the purpose of considering what steps should be taken for the disposal of the Company's property.

A. G. GORDON,
Liquidator.

19th October, 1892. 1786

DILIGENTIA LODGE OF INSTRUCTION.

REGULAR MEETING of the above LODGE will be held on THURSDAY, the 20th Inst., at 6.30 p.m. precisely.

Hongkong, October 18, 1892. 1816

GOVERNMENT NOTIFICATION.

INFORMATION has been Received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE from the Batteries will take place under, between the hours of 9 a.m. and 2 p.m. EACH DAY.

24th, 25th and 26th October.—From Belcher's Point in Northerly and Westerly directions.

27th, 28th and 29th October.—From Belcher's Point in Northerly and South-Westerly directions.

ALL SONS, JUNES and OTHER VESSELS are cautioned to keep clear of the Range.

The inhabitants of the Houses near Belcher's are warned to keep their Glass Windows open during the practice, and all people working in the vicinity of Belcher's Battery are also warned to keep clear of that part which will be indicated by gunners placed on sentry for the purpose.

By Command,

G. T. M. O'BRIEN,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE, 15th October, 1892. 1820

SHANGHAI RACES.

THE MESSAGERIES MARITIMES CHINE.

AND THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

WILL ISSUE RETURN TICKETS TO SHANGHAI by their STEAMERS leaving on or about the 10th, 13th and 20th INSTANT, available for return by either Line, and allowing of One Month's stay at Shanghai.

Fares.—First Saloon, \$60.

Second do. \$40.

Hongkong, October 8, 1892. 1766

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Seventeenth Ordinary General MEETING of the above Company will be held at the Head Office, SHANGHAI, on THURSDAY, the 27th Inst., at 2.30 p.m., for presentation of the half-yearly Report and Accounts to 30th June last.

By Order of the Court of Directors,

J. KENNARD DAVIS,
Acting Secretary.

Shanghai, 1st October, 1892. 1773

THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY (LIMITED).

NOTICE.

AT THE Directors, we have received instructions from the

SCOTTISH ORIENTAL STEAM-SHIP COMPANY (LIMITED).

NOTICE.

NOTICE.</

THE CHINA MAIL.

No. 9271.—OCTOBER 19, 1892.

Intimations.		Mails.		To-day's Advertisements.		To-day's Advertisements.		Diamond, Soochow and Nanking. Steamers in Swatow, Bantam, Soochow, Pekin and Canton.		MEMOS. FOR TO-MORROW.	
"KEATING'S COUGH LOZENGES."		U. S. MAIL LINE.		PUBLIC AUCTION.		HONG KONG CLUB.		Shipping.		The publication of this issue commenced at 7.10 p.m.	
"KEATING'S COUGH LOZENGES."		PACIFIC MAIL STEAMSHIP COMPANY.		THE Undersigned have been instructed by the SENIOR ORDNANCE STORES ORION, China, to sell by Public Auction,		NOTICE.		Noon.—Catherine Apur leaves for Straits and Calcutta.		The Chinese Mail.	
"KEATING'S COUGH LOZENGES."		THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.		TO-MORROW,		THE ADJOURNED EXTRAORDINARY General MEETING of the MEMBERS of the CLUB will be held in the CLOTH House, on THURSDAY, the 27th October, 1892, at 3.30 p.m.		4 p.m.—Banker leaves for S'pore, &c.		Auctions.	
"KEATING'S COUGH LOZENGES."		PROPOSED SAILINGS FROM HONGKONG.		THE FOLLOWING GOVERNMENT STORES, ETC., comprising:		By Order,		11 a.m.—Auction of Sundries at H.M.'s Ordnance Stores, Queen's Road East.		HONGKONG, WEDNESDAY, OCTOBER 19, 1892.	
"KEATING'S COUGH LOZENGES."		A. S. MAIL LINE.		ARMED BLANKETS, 3 AMMUNITION WAGONS with horses, 3 CARRIAGES, 2 BOATS, BACCHUS TABLE, BRASS COFFEE SET, METAL LEAD, LINEN, JUNE, GAYA, COTTON and WOOLLEN RAGS, CLOTH and WOOLGANG, IRON, STEEL, TIN, OLD IRON, CASE, PLUCKING BASES, IRON DRUMS, SHOT, SHOVELS, TIMBER, LEATHER, WATERPROOF SHEETS, ETC., ETC.		C. H. GRACE, Secretary.		5 p.m.—Meeting of Diligentia Lodge.		LOCAL AND GENERAL.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		Noon.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		PASSED SUEZ CANAL.		PASSED SUEZ CANAL.	
"KEATING'S COUGH LOZENGES."		PROPOSED SAILINGS FROM HONGKONG.		AUGUST 1.—3 AMMUNITION WAGONS with horses, 3 CARRIAGES, 2 BOATS, BACCHUS TABLE, BRASS COFFEE SET, METAL LEAD, LINEN, JUNE, GAYA, COTTON and WOOLLEN RAGS, CLOTH and WOOLGANG, IRON, STEEL, TIN, OLD IRON, CASE, PLUCKING BASES, IRON DRUMS, SHOT, SHOVELS, TIMBER, LEATHER, WATERPROOF SHEETS, ETC., ETC.		1892		12 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		OUTWARD BOUND.—Papua, Sept. 5; Borneo, Negeri, Glendy, 23; Morey, 27; Aja, Candon, 30; Dionsen, Nata, 22.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		1 p.m.—Banker leaves for S'pore, &c.		2 p.m.—Banker leaves for S'pore, &c.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		PROPOSED SAILINGS FROM HONGKONG.		Also,		3 p.m.—Meeting of Victoria Lodge.		3 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		4 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		3 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		5 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		3 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		6 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		4 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		7 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		5 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		8 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		6 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		9 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		7 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		10 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		8 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		11 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		9 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		12 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		10 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		1 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		11 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		2 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		12 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		3 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		1 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		4 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		2 p.m.—Meeting of Diligentia Lodge.		2 p.m.—Banker leaves for S'pore, &c.	
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"KEATING'S COUGH LOZENGES."		AT YOKOHAMA AND SAN FRANCISCO.		Also,		2 p.m.—Meeting of Creditors of A. G. Gordon & Co., Ltd., at the Hongkong Hotel.		1 p.m.—Meeting of			

the boat, and doing other damage. Two of the men belonging to Swatow were knocked down, one in the deck and injured so much so that they had to be sent ashore for treatment at Swatow. Shortly after noon land was sighted, and Captain Batheral stood for Hainan Strait for shelter, anchoring at 5 p.m. at Pinhai Bay, where he remained till Tuesday morning and then proceeded through the Hainan Strait, against a fresh N.E. gale, to Station Island. The Formosa appears to have been carefully handled by her captain and officers, who report the conduct of the native crew as being highly satisfactory. Those on board say the sea was the worst they had ever seen, using the word "monstrous," which singularly enough, has been used by the master of every ship that encountered the storm. Under all the circumstances, the ship's company consider themselves fortunate in escaping with comparatively so light damage.

THE BOETHAR DISASTER.

The following Government Gazette Extraordinary was issued to-day:—

GOVERNMENT NOTIFICATION.—No. 421.

The accompanying letter and report from Captain Birr of H.M.S. *Porpoise*, addressed to the Senior Naval Officer, in reference to the wreck of the mail steamer *Boethar*, are published for general information.

By His Excellency's Command,
G. T. M. O'Brien,
Colonial Secretary.

Hongkong, October 18th, 1892.

Sir,—I have the honour to report that, in accordance with instructions received, I left Hongkong in Her Majesty's Ship under my command, Friday, 14th instant, at noon, and proceeded to Aming in Formosa Island, arriving at 7.30 a.m. on Saturday, 16th instant, experiencing fresh N.E. monsoon on passage, and for approaching the Formosa Coast, rendering it difficult to pick up the proper anchorage.

2. After the ship had anchored the S.S. *Thales* was observed laying close to. I went on board for information, and, in accordance with the instructions received, I obtained from the officers who had been brought from the harbour of Makung the night before by the former vessel.

3. I considered it advisable to embark the survivors—23 in number, 7 being Europeans—and bring them on to Hongkong, and therefore left the anchorage, with them on board, at 11 a.m., and decided to visit Makung harbour on the way, to interview the Mandarin in charge and thank him, in the name of the English Government, for the special kindness the survivors had received at his hands, and also to impress the importance upon him of sending parties to search for bodies washed on shore, and having them buried; also any cargo to be placed under proper protection to await further instructions.

4. On the *Porpoise* arriving at Makung at 4.30 p.m., I found the S.S. *Boethar* in the harbour with the British Consul on board (Mr. Warden). I communicated with him, and informed him that, up to the present, 24 bodies had been washed on shore and buried, 4 being women, which is the correct number of female passengers, 16 men, Mr. Chan (Missionary's) wife, Miss Holley, Miss Carnes and Mrs. Cunifer. (She was also in the ship). There are two other survivors on the island of Pinhai, (Europeans), taken by junks from the vicinity of Sand Island; it would appear that one is either a Naval Engineer or Artificer who was taking passage to Hongkong from H. M. S. *Swift*, or a Steward belonging to the *Boethar*; the other is not known, but is supposed to be slightly built and young. Mr. Warden intended taking them to the island on Monday 17th, the place not being far distant.

5. The *Porpoise* arrived at Swatow on Monday, 17th instant, at 10 a.m., and sent a telegram to you reporting the loss of *Boethar*.

I left Swatow on Monday, the 17th instant, at 1.15 p.m., and arrived at Hongkong at 10 a.m. on Tuesday.

6. During the whole cruise strong N.E. monsoon with rough sea was experienced.

I have the honour to be, Sir, Your obedient servant,

J. LESLIE BURKE, Commander.

Captain Angus MacLeod, R.N., Senior Naval Officer, Hongkong.

WRECK OF S.S. "BOETHAR."

The S.S. *Boethar* left Shanghai at noon on Saturday, the 9th October, 1892, experiencing a fresh N.E. monsoon, with following moderate sea, which continued steady until Sunday morning 9th. The *Boethar* passed H.M.S. *Porpoise* or *Thales* heading about N.W. and at 10 a.m. Convicts going the same way.

During Sunday, as the wind began to increase, the barometers fell and weather grew gale force, obtained at noon, so bad to be seen.

At 8 p.m. (Sunday 9th) the barometer shewed 29.88 and still falling, the approximate position being about 8 miles east of Tung-ling Island, and the ship's course was then altered to make Turnabout Island.

At 10 p.m. (Sunday 9th) the Commander conferred with his Officers as to the advisability of laying the ship to, as the glass had fallen to 29.77 and there was every probability of Typhoon to the Southward of the vessel. The sea at that time was very heavy and breaking over her. The "hands" were then turned up and everything was secured for heavy weather.

At midnight the glass was 29.70, and the Commander had the sails furled, (reefed fore and main, while "foretopsail"). The Chief Officer went on the bridge at 1.45 a.m. (Monday 10th) and reported everything was ready for laying to. The ship was brought to the wind, going slow, on the port tack, heading from between N. 90 E. to N. 50 E. and behaving exceedingly well, although a mountainous sea was running. During this time the wind had been steadily increasing with furious squalls, the weather being so thick that only about 3 miles could be seen all round.

At 4 a.m., Monday 10th, the barometer registered 28.82 and was still falling.

At 4 a.m. the barometer was at 28.65 and daylight appearing, it was noticed that the waves were very much increased, after which grew to a gale, the land giving 30 fathoms (land and sea).

Under these circumstances the ship had passed far enough to the Eastward to put

her on the other tack and work down the Formosa Channel until sea and wind should moderate, the glass showing by this time (8 a.m.) 29.50 and the sea and wind being terrific. The ship was put at full speed ahead, and the helm put "hard a-starboard"; but she would only come up to three points from the wind and then fall again, though repeated efforts were made to get her round, with tarpaulins and sails in the rigging to assist; the other sails on being loosed were blown to ribbons.

Attempt was then made to wear, but all to no purpose, the sea and wind being too strong, the ship being loosed, and the weather was so bad that it was difficult to wait for the weather to moderate.

At 10 a.m. it was blowing a full gale, the reefs of the ship being so great that the starboard lifeboat was unhooked and rendered useless and had to be cut away for fear of damage to ship's side. The Smoking Room was stowed in by a sea sweeping deck, hurling the jolly-boat inboard at the same time and carrying away its gangway, etc.

At noon (Monday 10th) the glass showed 29.27, ship drifting in a South-westerly direction, her head being S. 20 E. and her beam on to the sea, the Commander putting her slow astern as opportunity offered. At this time a heavy gale was blowing, the wind being so strong that the starboard boat and davits, and breaking in the Engine Room skylight which was battened down and which was resecured again. Oil was then poured the weather latrine astern and forward, which decidedly assisted in keeping the heavy breaking tops from coming inboard.

At 2 p.m. (Monday 10th) a roll to windward lifted the port lifeboat out of the davits which was stowed in, and carried clear of the ship, and the 2nd cutter at the same time became unhooked but was resecured though practically useless; the only boat being left in the davits was the after port cutter.

At 4 p.m. (Monday 10th) the barometer shewed 28.15, but although the wind was blowing with great force, still very little was gained in speed.

At 5 p.m. and 6 p.m. the weather remained the same throughout without any material change in the barometer.

At 10 p.m. the glass was steady over ship, breaking in after skylights, command's cabin and engine-room skylights and starboard doors and wheelhouse, putting out all the fires below, the heat and steam being so great that it was impossible for the Engineers to get into the engine-room or stokehole. The ship was now unsinkable with no steam and the Chief Engineer reported that it would be ready: the lead was kept going, 26 fathoms being the average sounding.

At 11.30 p.m. (Monday 10th) the 3rd Officer called the attention of the Commanding Officer to the fact that the 2nd cutter had been washed on shore and buried, 4 being women, which is the correct number of female passengers, 16 men, Mr. Chan (Missionary's) wife, Miss Holley, Miss Carnes and Mrs. Cunifer. (She was also in the ship). There are two other survivors on the island of Pinhai, (Europeans), taken by junks from the vicinity of Sand Island; it would appear that one is either a Naval Engineer or Artificer who was taking passage to Hongkong from H. M. S. *Swift*, or a Steward belonging to the *Boethar*; the other is not known, but is supposed to be slightly built and young. Mr. Warden intended taking them to the island on Monday 17th, the place not being far distant.

During Sunday, as the wind began to increase, the barometers fell, and weather grew gale force, still as the glass had fallen to 29.77 and there was nothing more that can be done; at the same time shaking hands with them all. The Chief Officer and 3rd officer remained on the bridge with the look-out men and helmsmen.

A minute afterwards the streets, grinding her broadside on to a reef extending the width of the ship, and headed to port to lay her broadside on to the reef, as she began to settle down, it must have driven the whole of the starboard side in. The sea in the meantime breaking clean over all and washed the whole of those who came on the bridge off to the reef, which extended 200 yards from the high land; those that were saved were also thrown in this manner on to the reef, being on the upper deck; there were 28 there. Seven persons died.

Chief Officer, 1st mate, 2nd mate, 3rd mate, and 4th mate, 4 being women, which is the correct number of female passengers, 16 men, Mr. Chan (Missionary's) wife, Miss Holley, Miss Carnes and Mrs. Cunifer. (She was also in the ship). There are two other survivors on the island of Pinhai, (Europeans), taken by junks from the vicinity of Sand Island; it would appear that one is either a Naval Engineer or Artificer who was taking passage to Hongkong from H. M. S. *Swift*, or a Steward belonging to the *Boethar*; the other is not known, but is supposed to be slightly built and young. Mr. Warden intended taking them to the island on Monday 17th, the place not being far distant.

This is the man who is at the head of quite a little fermentation. Shortly after the above occurrence, a French priest from Chinghong was making a journey through the adjoining district of Tungtinglang, U. hearing that the foreigner had several loads of baggage and that he was stopping at the house of a well-to-do convert in the country, gathered together a band of followers and made a raid on the place, and

then, after a fierce conflict with whom he had had a falling-out, thinking to avenge for his own sins and obtain revenge at the same time, reported at Chinghong and, at his own request, was sent back to attempt to effect a capture. A reconciliation was sought in order to allay suspicion. Later, while they were both lying down smoking opium, a nephew of Li approached from behind with a sword in his hand. U. catching sight of the fleshing steel, threw up his opium pipe to ward off the blow, suffering no harm but the loss of a finger or two. He rolled to the floor, as was supposed, mortally wounded, but pulling a sword from under the bed, he sprang up and ran his assailant through the body.

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PRESIDENT CRICKET CLUB, Hongkong.—Singapore Cricket Club send deep condolences.—MC CALLUM.

GRATELY appreciate sympathy of Singapore.—LEIGH.

We may mention that the P. & O. steamer *Antonea*, besides being instructed to search the north end of Formosa, was also requested to visit Sand Island; so that also is certain to hear of the two unknown European passengers of the *Boethar* who are reported to have reached the island of Pa-chau, and may be expected to bring them on to Hongkong. There is just a possibility that they may have been brought to Anping to time to catch the *Thales* before she left for Amoy. The two passengers in question are still unidentified as far as is known here, but one of them is supposed to be the man in the lifeboat who was lost, the other to be a sailor.

At 10 a.m. it was blowing a full gale, the reefs of the ship being so great that the starboard lifeboat was unhooked and rendered useless and had to be cut away for fear of damage to ship's side.

The *Smoking Room* was stowed in by a sea sweeping deck, hurling the jolly-boat inboard at the same time and carrying away its gangway, etc.

Attempt was then made to wear, but all to no purpose, the sea and wind being too strong, the ship being loosed, and the weather was so bad that it was difficult to wait for the weather to moderate.

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PROPOSED SAILINGS FROM HONGKONG, BELGIUM, THURSDAY, NOV. 10. OZARK, TUESDAY, NOV. 29. GENEVA, TUESDAY, DEC. 20.

THE STEAMSHIP BELGIUM will be despatched for San Francisco, via Yokohama on THURSDAY, the 10th November at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

DATES OF PASSAGE FROM HONGKONG, FIRST CLASS. To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. To Liverpool and London, \$325.00 To Paris and Berlin, \$345.00 To Havre and Hamburg, \$335.00 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	BY STEAMSHIP.	CONTINENTAL RAILROAD.
Kansas City, Mo., Omaha, Neb.	265.00	291.00
St. Louis, Mo.	292.50	325.00
St. Paul, Minn., Minneapolis, Minn.	262.90	295.00
Chicago, Ill.	297.50	305.00
Milwaukee, Wis.	292.50	305.00
Cincinnati, Ohio	304.20	310.50
Columbus, Ohio	304.20	304.20
Detroit, Mich.	304.95	302.75
Cleveland, Ohio	305.55	305.00
Toronto, Canada	309.95	307.45
Pittsburgh, Penn.	310.25	307.00
New York, N. Y. But.	311.00	308.50
Washington, D. C., Balti- more, Md.	317.75	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	312.50
New York	319.75	315.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

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Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—

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Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

All Fare Receipts should be marked to address fall in date and same will be received by the Company's Office until 5 p.m. the day previous to sailing.

General Invitations to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, October 12, 1892.

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SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

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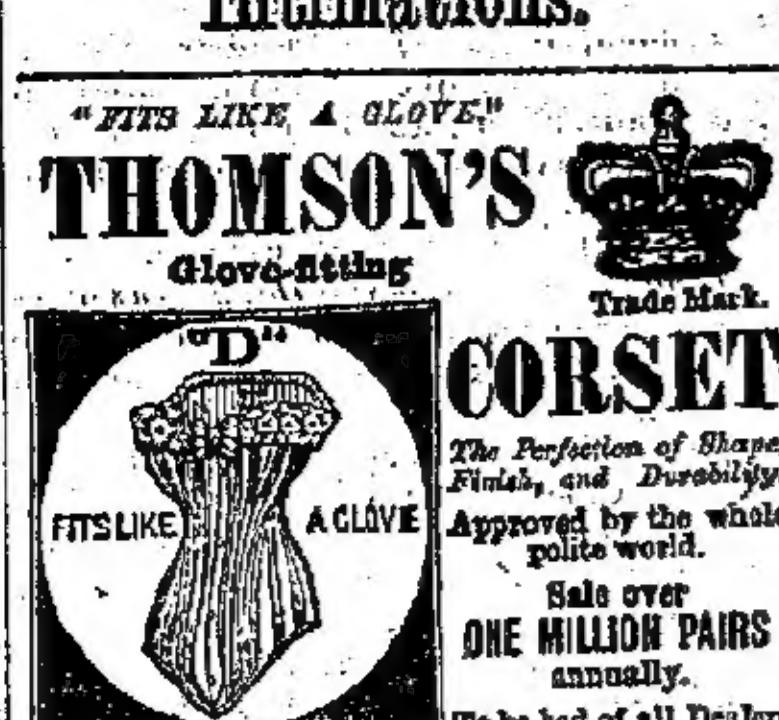
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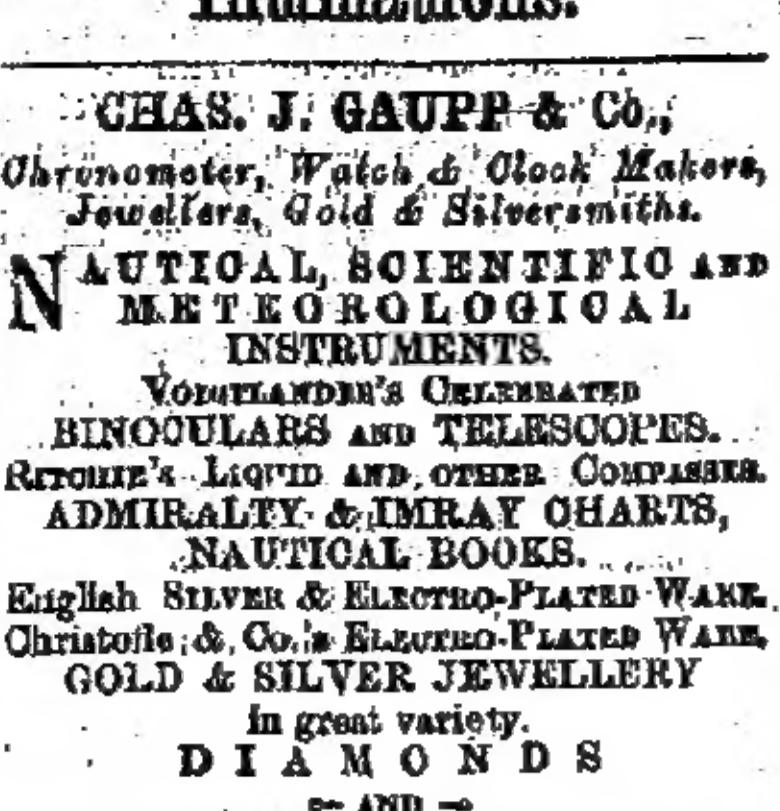
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